<u> </u>	enter est estata autorisado , en entre entre esta esta entre entre en esta en entre en esta en entre entre en entre	PHEIDENTIAL 3	25X1	Carlotte and the control of the carlotte and the carlotte	rational open general and a		
gir :	Apprôké8915KAĕIéas			1 1	25		
COUNTRY	Germany (Soviet Zone)		REPORT NO	and the state of t	Marketere a etteranemente (g.). (d.) al		
TOPIC F	insterwalde Airfield	at and the Bratis is some since the control of the	selisten i reditivi i sili sallas antretistoje o esilendenas si sede	t alle statt til statt til statistere om som men en state vesteret takket en en tillste bestem til statiste best	MPP (MARCH MILITA AN MILITA AN AC		
EVALUATION_	see below	PLACE CETAINED	entigen (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986)	PROPER OF CONTRACTOR STATE AND ADDRESS OF THE STATE ADDRESS O	eran sammentar esperies		
DATE OF CON		ril 1952		X1	 emotor + as Rephilitis * 1,100 libra 		
DATE OBTAIN		7	The state of the s	·il 1952	grounds a successful and a super-		
REFERENCES				** The second section of the second secon			
2	ENCLOSURES (NO.						
REMARKS		The state of the s	•	навиния до Алгания навинованова и до пистанова до цено и до надажения учество и негрознаваро с по город	Print in the Committee description of the Committee of th		
ONE STATE OF THE SECONDARY	Oromonto, a. Loc	Balanda Balanda (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (1996) (19	region per a minima (est.), la specia per minima (est.) de con dispensabilità de describera	anders and of the second and second	Bilder Konstantick optobre		
Section Control of the Control of th	Аскамость Забо. «Воссеть Заболи техностир» этом нечение не зафесность в 2500 годо на прогодиванию одниваний н	A mentional field on the confessor of the constructive datase such applications are	MARIOTECO (A MARIOCO - A COMPANIO NO MARIO A CASTA (C) A MARIOTECA A SA ANCARA (C) A MARIOTECA A SA ANCARA (C)	emberste, in 2000 and the constitute of the second	Provide vali sperioličas, nese		
STORES AND	10 майля сына закра нія частова за продукти на при на продукти на продукти на продукти на продукти на предукти на пре	erretario de la companya de la constitución de la c	нявоняння шимо ш.н. повый коомуненной подку (порядельня, делог - ч	COMPANIE, PARINIE Edition Philosophi (Alba Alba Alba Alba Alba Alba Alba Alba	munikko-lagarung kidikang matu was d		
edenderalilina EEP-EE-PEEP-SEE e-si-sistilatuureddd yn i'r sistil e-mas e-	«УСНИКОЙЗИ» «В инис тория отпросо <u>явания на навраби</u> довогна <u>р</u> и» от настания чествен	स्वराजनेस्त्रीकेन्स्रेट्राजनेज्ञात् राज्यस्य सम्बद्धाराज्या । अत्र । श्रीना १ त्यः । श्रीना १ त्याः स्वरोक्तरोजीनेस्याराज्यस्य स्वराजनेस्य	25X1	эмдэг анх хэлхэг чөгөөрсөгч и гэлэг хэрэгэг эйдэгэг хэртгаараан хаан гэдэг гэдэг гэдэг хэдэг сойд	留売物を必要 なる。 ・ は ・ ・ は を ・ は を ・ は ・ は ・ は ・ は ・ は ・ に ・ に ・ に の に る に に に る に る に る に る に る に る に る に る に る に る に る に る に る に る に る に る に る に る に る に に る に る に る に る に る に る に る に る に る に る に に る に る に る に る に る に る に る に る に		
 (1							
()		-					
	on 28 March, local flying afternoon, aircraft pra- local flying by jet bom discontinued flying at on 30 and 31 March. On snow. On 2 April, ther 3 a.m. and 3 p.m. on 3 cast, and the cloud bas air activity was observed	acticed flying in abors and B-25s. It pum, and the B-21s. It pum, and the B-21s. Harch, source was individual if April, there was is was low. Between	groups of two. Because of snow USs, at 3 p.m. observed that t Tying by jet bo Tying. The sky n 10:h5 and 11:	On 29 March, there storms, the jet by There was no flyir he runway was free mbers and 13-25s. Was almost 10/10	e was ombers ng o of Botween		
	10:45 a.m., a DC-3 tool:	of S, circled the	field and then	flow into the clou	ıds		
	11:00 a.m., a jet bombe	r took off					
< 1	11:08 a.n., a type-30		landed				
	11:15 a.m., a jet bombe	r took off					
	Ll:20 a.m., a jet bombe	r took off					
	11:21 a.m., a type-30				25X		
	11:25 a.m., the engine noise of a conventional plane was beard						
	11:29 a.n., a type-30				25X		
	11:30 a.m., a jet bombo	ifidential ^e	25)	X 1			
Air E	CLASSIFICATION	STOR I	20/				
	Approved For Releas		Document No. No Change in Cl Declassified Class. Changed Auth.: HR 705	ass. [] To: TS S 🗗	 25X		

11:31 a.m., a 2-25 landed 25X1 11:39 a.m., a type-30 landed 25X1 11:19 a.m., a jet bender took off 11:19 a.m., a jet bender took off 11:11 a.m., a conventional plane took off 25X1 11:52 a.m., B-25 landed det benders and B-25e practiced flying on h April between C a.m. and 3 p.m. and on 5 April until 1 p.m. 25X1 25X1 2. Between 10 p.m. and widnight of 27 March, there was local flying by three biplienes which reschond in the air from 5 to 20 minutes. The lighting facilities at the field were not switched on during the taken off all middless are all middless of the runsy are mitched on for landings and landing to the runsy are mitched on for landings and landings were not performed on the middless of the same and administration of the control of the field were reacted by the description of the field were reacted by the control of the field were reacted by the field were reacted by the field were reacted by the field were control of the field were reacted by the field were reacted by the field were reacted by the field were control of the field were reacted by the field were reacted by the field were control to the field were control of
11:31 aum., a 3-25
25X1 11:38 a.m., a type-30 landed 25X1 11:10 a.m., a jet bonber took off 11:10 a.m., a jet bonber took off 11:10 a.m., b.p-25 landed 11:116 a.m., type-30 landed 25X1 11:152 a.m., B-25 landed 11:152 a.m., B-25 practiced flying on h April botwoon 8 a.m. and 3 p.m. and on 5 April until 1 p.m. 25X1 25X1 25X1 2. Retween 10 p.m. and midnight of 27 Harch, there was local flying by three biplanes which remained in the air from 5 to 20 minutes. The lighting facilities at the field were not witched on during the take-offs. A searchlight north of the runway was switched on for landings. I shall white lamp under the Amelage of the plane flashed on several times an a signal to saith on the carefulpit. The take-offs and landings were not excitored on the runway but on the sodded surin month of the runway. Lettoon 7:30 a.m. and hid p.m. on 28 hard, source cheoryed they planes with ordered landing man and by B-25s. 25X1
25X1 11:38 a.m., a type-30 landed 25X1 11:39 a.m., a jet bender took off 11:39 a.m., b. p-25 landed 25X1 11:31 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., a conventional plane took off 11:32 a.m., b. p-25 landed 25X1
25X1 11:38 a.m., a type-30 landed 25X1 11:39 a.m., a jet bender took off 11:39 a.m., b. p-25 landed 25X1 11:31 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., a conventional plane took off 11:32 a.m., b. p-25 landed 25X1
25X1 11:38 a.m., a type-30 landed 25X1 11:39 a.m., a jet bender took off 11:39 a.m., b. p-25 landed 25X1 11:31 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., b. p-25 landed 25X1 11:32 a.m., a conventional plane took off 11:32 a.m., b. p-25 landed 25X1
25X1 11:h0 a.m., a jot bomber took off 11:h0 a.m., b-25
25X1 11:h0 a.m., b-25 11:h3 a.m., b-25 11:h3 a.m., type-30 11:h3 a.m., type-30 11:h3 a.m., type-30 11:h3 a.m., a conventional plane took off 25X1 11:52 a.m., a conventional plane took off 25X1 25X1 25X1 27 28 28 29 29 20 20 20 20 20 20 20 20
25X1 11:h3 a.m., bype-30 11:h3 a.m., type-30 11:h3 a.m., a conventional plane took off 25X1 11:52 a.m., b-25 11:52 a.m., b-25 12:5X1 25X1
25X1
25X1
Jet bonbers and B-25s practiced flying on h April botween & a.m. and on 5 April until 1 p.m. 25X1
25X1
25X1
25X1
25X1 2. Between 10 p.m. and addright of 27 March, there was local flying by three biplanes which remained in the air from 5 to 20 minutes. The lighting facilities at the field were not evitched on during the take-offs. A searchlight north of the runway was switched on for landings. A shall white larp under the fucelage of the plane flashed on several times as a signal to switch on the searchlight. The take-offs and landings were not performed on the runway but on the sodded strip north 25X1 of the runway. Detween 7:30 a.m. and h:h5 p.m. on 28 March, source observed type-30 planes with entended landing means and by B-25s. 25X1 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet benders with extended landing pears. At h:h5 p.m. a type-27 plane was observed whose cheeds had sunk deep into the ground north of the runway. At 6 p.m., h0 to 50 seldiers with 2 truelm and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two larps. Detween 9 a.m. and h.p.m. on 2 April, 25X1 25X1 25X1 25X1 25X1 3. Between 8 and three pare was still at the same place at 11 p.m. It was lighted by two larps. Detween 9 a.m. and h.p.m. on 2 April, 25X1
three biplanes which remained in the air from 5 to 20 minutes. The lighting facilities at the field were not switched on during the take- offs. A searchlight north of the runway was switched on for landings. A small white lamp under the fincelage of the plane flashed on several times as a signal to switch on the searchlight. The take-offs and landings were not performed on the runway but on the sodded strip north 25X1 of the runway. Detwoen 7:30 a.m. and hild pars on 28 Harch, source observed that flying was practiced by type-27 and type-30 planes with entended landing means and by B-25s. 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with entended landing means. At hild pars, a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two lamps. Detween 9 a.m. and h.p.m. on 2 April, 125X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with extended landing means. At hids pars, a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two lamps. Detween 9 a.m. and h.p.m. on 2 April, 25X1 flying by type-27s and type-30s. a type-30. On the same day, source phodryced that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1)
lighting facilities at the field were not switched on during the take- offs. A searchlight north of the runway was switched on for landings. A shall white larp under the fuselage of the plane flashed on several times as a signal to smitch on the searchlight. The take-offs and landings were not performed on the runway but on the sodded strip north 25X1 of the runway. Between 7:30 a.m. and hill p.m. on 28 Harch, source cbeerved type-30 planes with entended landing mears and by B-25s. 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet benders with extended landing mears. At hill p.m. a type-27 plane was observed whose cheels had sunk deep into the ground north of the runway. At 6 p.m., h0 to 50 seldiers with 2 truchs and a sedan tried to roice the plane. The plane was still at the same place at 11 p.m. It was lighted by two larps. Detween 9 a.m. and h p.m. on 2 April, flying by type-27s and type-30s. 25X1
times as a signal to switch on the searchlight. The take-offs and landings were not performed on the runner but on the sodded strip north 25X1 of the runway. Detwoen 7:30 a.m. and h:h5 p.m. on 28 Harch, source cheerved that flying was practiced by type-27 and type-30 planes with entended landing pars and by B-25s. 25X1 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with entended landing pears. At h:h5 p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two larges, between 9 a.m. and h p.m. on 2 April, 25X1 type-27 and a type-30s. Then the power plants were covered, subsequently the functage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for jet
landings were not performed on the runner but on the socked strip north 25X1 of the runway. Between 7:30 a.m. and hilp p.m. on 28 Harch, source observed type-30 planes with entended landing pears and by B-25s. 25X1 25X1 3. Between 8 and ll a.m. on 1 April, source observed individual flying by jet bombers with entended landing pears. At hilp p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., h0 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at ll p.m. It was lighted by two larps. Between 9 a.m. and h p.m. on 2 April, 25X1 25X1 25X1 25X1 25X1 25X1 3. Between 8 and ll a.m. on 1 April, source observed individual flying by jet bombers with entended landing pears. At high p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., h0 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at ll p.m. It was lighted by two larps. Between 9 a.m. and h p.m. on 2 April, 25X1 flying by type-27s and type-30s. 25X1
cbserved type-30 planes with entended landing pears and by B-25s. 25X1 25X1 25X1 25X1 25X1 25X1 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bembers with entended landing pears. At help pem, a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 pem, 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 pem. It was lighted by two larges. Between 9 a.m. and h pem. on 2 April, 25X1 25X1 25X1 25X1 25X1 25X1 25X1 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bembers with expensive the ground north of the runway. At 6 pem, 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 pem. It was lighted by two larges. Between 9 a.m. and h pem. on 2 April, 25X1
con a type-30 plane and a D-25. Jet bombers took off in groups of two at intervals of 20 seconds. 3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bembers with extended landing pears. At high pears a type-27 plane was observed whose wheels had sunk deep into the ground north of the runney. At 6 p.m., 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two lamps. Between 9 a.m. and h p.m. on 2 April, 25X1
Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with extended landing gears. At 1:45 p.m. a type-27 plane was observed whose cheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 soldiers with 2 trucks and a sodan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two larges. Detween 9 a.m. and h p.m. on 2 April, 25X1 flying by type-27s and type-30s. [
Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with extended landing gears. At help p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 soldiers with 2 truchs and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two lamps. Between 9 a.m. and h p.m. on 2 April, 25X1 flying by type-27s and type-30s. a type-30. On the same day, source physically that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for jet
bombers with extended landing gears. At help p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 seldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lighted by two lamps. Between 9 a.m. and h p.m. on 2 April, 25X1 flying by type-27s and type-30s. a type-30. On the same day, source phodered that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for let
25X1
by two larges. Between 9 a.m. and h p.m. on 2 April, flying by type-27s and type-30s. type-27 and a type-30. On the same day, source pbsdrved that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for jet
25X1 type-27 and a type-30. On the same day, source pbsdrved that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for jet
front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1) h. On 25 March, a railroad worker shunted eight tank cars with fuel for jet
h. On 25 March, a railroad worker shunted eight tank cars with fuel for let
bombers to the airfield. (2)
5. The antenna on the type-27 plane extends from the rear edge of the cabin to
the rudher assembly. The type-30 plane has an antenna rod about 30 cm long and slanted to the rear at the trailing edge of its rear cabin. The antenna
whre extends from this red to the rudder assembly. (3)
25X1 G.
7. The radio installation with one rast which was observed at installation 8
on 16 Carch was removed on 20 March. (L) The radio truck was in a shed. All the buildings of installation 1 were observed. (L) A radio installation

CONFIDENT	3			
extends from the An antenna rod a projecting from Trucks	ce observed that the upper trailing edge about 20 cm long and the upper rear edge	of the cabin slanting to do of the cabin.	n to the rudder the rear was obs . (3)	assembly served
black-bordered b	oluo epaulets were ob	served enteri	ing and leaving	the
•				
Contents				
Comments The information observations by the two bomber of aircrains about 0 or other controls, about	on air activity supplementer source. The egiments which are to ft available at the course of the many he of the stationed at the are stationed at the	report confiraining with field has not ungars. On the field has in the content of	rms the progres jot aircraft. To been determine the basis of pre	s made l The exact ed by
Comments The information observations by the two bonker remarks of aircrains about 0 controls, about 0	another source. The egiments which are to It available at the d ccause of the many by	report confiraining with field has not ungers. On t jet bembers i field. The	rms the pregres jet aircraft. I been determine he basis of pre n addition to s jet bombors	es made l The exact ed by evious some D-2
Comments The information observations by the two bomber of aircraft comments, about 60 the aircraft constervable by the of the six he	another source. The egiments which are to ft available at the occause of the many he of Pe-2s and 8 to 10 are stationed at the to bother regiments angars is 50 reters to	report confiration with field has not ingers. On tiget bombers if ield. The the bombers turned over the confider and high	rms the pregres jet aircraft. I been determine he basis of pre n addition to s jet bombers ber regiment in er to the regime n for training	es made l The eracted by evious come D-25
Comments The information observations by the two bomber of aircraft reports, about Continuous and Po-2s at the aircraft constervable by the aircraft constervable by the aircraft callroad tank can be far, it has no of ar, it has no	another source. The regiments which are to ft available at the iccause of the many he of Pe-2s and 8 to 10 pare stationed at the weather bomber regiments angars is 60 meters has allroad tank cars has redispatch of fice.	report confiration of the confirmation of the	rms the pregres jet aircraft. I been determine he basis of pre n addition to s jet bombers ber regiment in er to the regim n for training enough for jet ported	es made la che erace de by evious come D-29 la Drand, nonts in purposes bombers
Comments The information observations by the two bonber of aircraft coports, about Chi-2s and Po-2s at the aircraft constervalue by the aircraft of the six he had aircraft have differented that can direct have differented that the contract have differented the	another source. The egiments which are to ft available at the occause of the many he of Pe-2s and 8 to 10 are stationed at the weather bother regiments angars is 60 meters to allroad tank cars has	report confiration of the confirmation of the	rms the pregres jet aircraft. I been determine he basis of pre n addition to s jet bombers ber regiment in er to the regim n for training enough for jet ported t the type-27 at the fact that	es made line eraced by evious some D-2; line brand, nonts in purposes, bombers two

25X1

25X1

25X1

25X1

25X1

25X1

25X1

